

**ILLINOIS ROUTE 3 (FAP 14), SAUGET TO VENICE  
MADISON AND ST. CLAIR COUNTIES, ILLINOIS**

**DRAFT SECTION 404(b)(1) EVALUATION REPORT**

Submitted Pursuant to 33 USC ss/1251 et seq. (1977) & 40 CFR 240

by the:

U. S. Department of Transportation  
Federal Highway Administration

and

Illinois Department of Transportation



**Illinois Department of Transportation**

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## **1.0 PURPOSE OF THE EVALUATION**

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The proposed relocation and improvements to Illinois Route 3 (IL-3) in Madison and St. Clair Counties, Illinois, will involve the placement of fill materials into the Waters of the United States. Discharge of dredge or fill material into such waters are regulated under Section 404 of the Clean Water Act.

Under Section 404(b) of the Act, proposed discharges of dredged or fill material must conform to guidelines developed by the U. S. Environmental Protection Agency (USEPA). On September 5, 1975, USEPA published regulations (40 CFR 230) which outline the criteria and procedures for evaluating activities subject to Section 404. On December 24, 1980, revised Section 404(b)(1) guidelines were published and became effective March 30, 1981. It is mandatory that the guidelines be applied to all proposed discharges of dredged and fill material subject to approval under Section 404. This evaluation addresses the proposed discharge of fill material for the construction of a segment of IL-3.

A Statewide Implementation Agreement (SIA) is in effect that provides for concurrent NEPA and Section 404 processes on federal-aid highway projects in Illinois. The purpose of the SIA is to ensure appropriate consideration of the concerns of the Corps of Engineers, USEPA, U. S. Fish and Wildlife Service, and other federal and state agencies, especially regarding compliance with the Section 404(b)(1) guidelines. The Illinois Department of Transportation (IDOT) is required by the SIA to prepare this Draft Section 404(b)(1) Evaluation.

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## **2.0 PROJECT DESCRIPTION**

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### **2.1 Location**

The project area is located in Madison and St. Clair Counties, Illinois. The southern terminus of the project is in Sauget. The road will be on new alignment and run through East St. Louis, the former National City, Brooklyn, and will terminate in Venice, Illinois.

### **2.2 General Description**

#### **2.2.1 Area Subject to Section 404 Jurisdiction**

The study corridor is in the former Mississippi River Floodplain, known locally as the American Bottoms. The American Bottoms has a long history of filling, channeling, and draining. The study corridor is protected from flooding of the Mississippi River by a 500-year flood levee system. There are no regulatory floodways of the Mississippi River within the study corridor.

Periodic flooding still occurs as a result of poor interior drainage and poorly maintained drainage channels. Floodplains identified in the study corridor are the result of interior flooding and excessive ponding during heavy rainfall. Floodplains in the study corridor are identified on the St. Clair and Madison Counties, Illinois Flood Insurance Maps and are based on studies performed between 1978 and 1982. These ponding areas have the benefit of storing excess runoff during and following storm periods, thus reducing the potential flooding in downstream areas.

The Cahokia Canal occurs within the former floodplain of the Mississippi River. The floodplain of the canal lies between its levee walls. The canal is 11 meters (m) (36 feet [ft]) wide at the canal flow line and 30 m (100 ft) between the canal walls.

#### **2.2.2 Preferred Alternative**

The Preferred Alternative will consist of a multi-lane highway on new location, which will replace the existing two-lane highway as IL-3. The current roads will be maintained for local access.

The new road will be classified as an urban major arterial with an 80 kilometers per mile 9kph) (50 miles per hour [mph]) design speed. The project length is 8.8 kilometers (k) (5.5 miles [mi]) and approximately 80 hectares (ha) (197 acres [ac]) of new right-of-way will be required.

The project begins in Sauget, turning northeast from the current alignment and ties into the "Q" Corridor, an alignment paralleling a railroad right-of-way (ROW). The Preferred Alternative alignment follows the "Q" Corridor until it reaches the former National City. At this point, the corridor turns east, proceeding along the northern edge of the former National Stockyards, crossing existing IL-3 and the proposed Interstate Route 64 (I-64) and Interstate 70 (I-70) corridors, and skirts the eastern edge of Brooklyn. The alignment crosses the southeast corporate limits of Venice and runs through the City, reconnecting with existing IL-3 at the viaduct crossing under the Norfolk Southern tracks at Broadway.

The Preferred Alternative will have at-grade railroad crossings with three low-volume siding tracks between the MacArthur Bridge and north of Trendley Avenue. It will require the construction of seven grade separations for highways and/or railroads. The grade separations will be at the following locations:

- the north railroad approach to the MacArthur Bridge,
- MetroLink and River Park Drive,
- “Q” Corridor, at relocated Cahokia Canal,
- the relocated NS railroad track east of Brooklyn,
- the NS/UP/TRRA railroad tracks east of Brooklyn, and
- the TRRA fly-over track in Venice.

Existing grade separations will be utilized at the following locations:

- the east railroad approach and the closed roadway approach to the MacArthur Bridge,
- the Poplar Street Bridge approaches,
- the closed roadway approach to the MacArthur Bridge,
- the approach to the Martin Luther King Bridge, and
- the Venice subway.

As part of the proposed New Mississippi River Bridge (NMRB) project, two additional grade separations will be constructed over the preferred alignment.

Intersections will be provided at the following locations:

- Trendley Avenue,
- River Park Drive,
- Missouri Avenue,
- existing IL-3 and Exchange Avenue in the former National City,
- Eagle Park Drive, an extension of Kerr Street in Venice, and
- Broadway and Second Streets in Venice.

Additional points of access may be provided in the future for development that may occur.

The alignment of existing IL-3 at the southern access to Poplar Street Bridge ramps will be slightly shifted, and the existing intersections at the McKinley Bridge approach and Broadway will be reconstructed. An abandoned rail approach to the McKinley Bridge will be partially removed.

As part of the proposed NMRB project, the Cahokia Canal will be relocated. The relocation of the canal will include the construction of a bridge over the canal to accommodate IL-3.

The Preferred Alternative will provide access to and from Illinois via the proposed NMRB north of the St. Louis Central Business District, as well as via the existing McKinley, Poplar Street, and renovated Eads bridges.

## **2.3 Description of Dredge or Fill Material**

### **2.3.1 General Characteristics of the Fill Material**

#### ***Fill Material***

Fill material will include rock (quarry-run limestone and crushed stone), concrete, and earthen material (primarily silts and clays).

#### ***Dredged Material***

Dredge material is defined as material that is either dredged or excavated from Waters of the United States, including wetlands. Soils consisting of alluvial silts and clays will be excavated from some wetland sites.

### **2.3.2 Quantity of Material**

Quantities of rock, crushed stone, concrete, and dredged and fill material will be determined in the design phase of the project.

### **2.3.3 Source of Material**

Stones used for the project will be obtained from commercial stone quarries in the vicinity of the project area. Concrete will be obtained commercially. Earthen material will be obtained onsite (from within the project corridor).

## **2.4 Description of Proposed Discharge Sites**

### **2.4.1 Cahokia Canal**

The Preferred Alternative will bridge the relocated Cahokia Canal for a distance of 48 m (160 ft). The only direct impact will be the construction of two bridge support piers in the Cahokia Canal. The Cahokia Canal is being relocated as part of the work associated with the proposed NMRB. About 3,070 feet of Cahokia Canal will be relocated to the south around the proposed interchange for the proposed NMRB and proposed IL-3, and about 380 feet of box culvert along the existing canal will also be removed to effect the relocation. The length of the channel's new relocation section will be about 3,280 feet.

The middle part of the relocated canal will be excavated while the flow in the existing canal is maintained. Bridges or box culverts will be constructed to allow relocated IL-3, the TRRA railroad, and stockyards redevelopment property access across the canal. The size of these structures will be developed during final design, but no change in the channel's hydraulic characteristics will be made. When all construction along the central portion is complete, the ends will be excavated to allow the water to drain through the new canal. The actual construction of IL-3 will have no impact on the existing Cahokia Canal or the relocated canal.

### 2.4.2 Wetlands

Construction impacts on wetlands include the construction of the road, related interchanges, and roadway drainage features. Approximately 8.47 ha (21.11 ac) of wetlands from 20 wetland sites were identified in the Draft Environmental Impact Statement (DEIS). Subsequent to the publication of the DEIS it was determined that the majority of the detention basins designed to control runoff from the highway would not function as designed. The drainage for the IL-3 project will be redesigned as part of final roadway design.

Seven of the 20 wetlands identified in the DEIS as being impacted by the Preferred Alternative would have been at least partially impacted by the detention basins. Because the detention basins are currently no longer part of the design, the total wetland impacts are reduced. Table 2-1 identifies the wetlands being impacted by the project, with those wetlands identified in the DEIS as being impacted by detention basins in bold type.



Table 2-1. Wetlands Impacted by the Proposed Project (modified from DEIS Table 4.3)<sup>1</sup>.

Wetland	NWI Classification	Plant Community	Wetland Size <sup>2</sup>		Area Impacted <sup>2</sup>		Function Lost
			Hectares	Acres	Hectares	Acres	
<b>21/23<sup>3</sup></b>	<b>PEMC/PUBFxPSS1C</b>	<b>Pond / Marsh</b>	<b>2.60</b>	<b>6.50</b>	<b>1.68</b>	<b>4.15</b>	<b>Flood Storage, Wildlife Habitat</b>
<b>29</b>	<b>PSS1/PEMC</b>	<b>Wet Shrubland</b>	<b>2.00</b>	<b>4.90</b>	<b>0.90</b>	<b>2.20</b>	<b>Flood Storage</b>
<b>34</b>	<b>PUBGx</b>	<b>Pond</b>	<b>1.70</b>	<b>4.30</b>	<b>0.28</b>	<b>0.70</b>	<b>Flood Storage, Wildlife Habitat, Loss of Foraging Habitat, Black Crowned Night Heron, Little Blue Heron</b>
41	PEMC	Wet Meadow	1.50	3.60	0.53	1.31	Flood Storage, Wildlife Habitat
1C	PEMC	Wet Meadow	0.10	0.25	0.10	0.25	Flood Storage
2C	PEMC (FW) <sup>4</sup>	Farmed Wetland	0.60	1.50	0.08	0.20	Flood Storage, Wildlife Habitat
5C	ND <sup>5</sup>	Wet Meadow	0.50	1.25	0.50	1.25	Flood Storage, Wildlife Habitat, Decurrent False Aster
6C	PEMC	Wet Shrubland	0.80	2.00	0.08	0.20	Flood Storage, Wildlife Habitat, Decurrent False Aster
7C	ND <sup>5</sup>	Wet Shrubland	1.40	3.40	0.30	0.75	Flood Storage, Wildlife Habitat
10C	PEMCx	Pond	0.80	2.00	0.77	1.91	Flood Storage, Wildlife Habitat
11C	PUBGx	Wet Meadow	0.90	2.30	0.23	0.56	Flood Storage, Wildlife Habit
14C	PEMCx	Wet Meadow	0.40	1.00	0.40	1.00	Flood Storage, Wildlife Habitat
15C	PUBGx	Wet Meadow	0.30	0.80	0.30	0.75	Flood Storage, Wildlife Habitat
16C	PUBGx	Wet Meadow	0.20	0.50	0.20	0.50	Flood Storage, Wildlife Habitat
17C	PEMA	Wet Meadow	0.04	0.10	0.04	0.10	Flood Storage, Wildlife Habitat
<b>19C</b>	<b>PEMA</b>	<b>Wet Meadow</b>	<b>0.20</b>	<b>0.50</b>	<b>0.20</b>	<b>0.50</b>	<b>Flood Storage, Wildlife Habitat</b>
<b>20C</b>	<b>PEMC/PSS1C</b>	<b>Pond</b>	<b>0.30</b>	<b>0.75</b>	<b>0.30</b>	<b>0.75</b>	<b>Flood Storage</b>
<b>21C</b>	<b>PUBGx</b>	<b>Pond</b>	<b>2.50</b>	<b>6.20</b>	<b>0.94</b>	<b>2.33</b>	<b>Wildlife Habitat</b>
22C	PEMC	Wet Shrubland	0.04	0.10	0.04	0.10	Flood Storage, Wildlife Habitat
<b>Wetland Site X</b>	<b>FW<sup>4</sup></b>	<b>Forested Wetland</b>	<b>0.60</b>	<b>1.60</b>	<b>0.60</b>	<b>1.60</b>	<b>Wildlife Habitat</b>
<b>Total</b>			<b>17.48</b>	<b>43.55</b>	<b>8.47</b>	<b>21.11</b>	

<sup>1</sup>Wetlands 21/23, 29, 34, 19C, 20C, 21C, and Site X, highlighted with bold text, are wetlands that were identified in the DEIS as being impacted in total or in part by retention basins. The removal of these retention basins have resulted in no impacts or reduced impacts to these wetlands. A final determination of total wetland impacts will be made after final design.

<sup>2</sup>Rounded to nearest 0.05

<sup>3</sup>21/23 are counted as co-located sites

<sup>4</sup>Farmed wetland as identified by the NRCS

<sup>5</sup>Not depicted on NWI maps.

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## 3.0 FACTUAL DETERMINATIONS

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### 3.1 Potential Impacts on Physical and Chemical Characteristics of the Aquatic Ecosystem

#### 3.1.1 Substrate

##### ***General Description***

The project lies within the former Mississippi River Floodplain, known locally as the American Bottoms. The American Bottoms is the largest contiguous bottomland area of the upper Mississippi. The American Bottoms consists of valley fill deposits underlain by bedrock. The topography of the project corridor is relatively level with elevations varying between 120 to 125 m (400 to 415 ft) above mean sea level (msl). Physiographically, the project corridor lies within the Springfield Plain Subsection of the Till Plains Section of the great Central Lowland Province (Fenneman, 1964). The generalized soil profile consists of a dark gray silty clay loam underlain by gray silt. The primary native subgrade material along the corridor, is either silty clay alluvium or in cut areas, fine sand. The American Bottoms area contains several slough and filled-in slough areas. Therefore, areas with high moisture content and high organic content may be encountered along the study corridor.

##### ***Sediment/Soil Types***

Based on the St. Clair Soil and Madison County Soil Surveys (USDA , 1978 & 1985), soil associations in the study corridor are:

- Landes-Riley association: nearly level to sloping, well drained to somewhat poorly drained soils that formed in loamy and sandy alluvial sediment under forest and grasses on bottom lands.
- Darwin association: nearly level, poorly drained soils that formed in clayey alluvial sediment under forest and grasses on bottomlands.
- Tice-Nameoki-Landes association: nearly level and gently sloping, somewhat poorly drained and well drained soils that are moderately permeable throughout, very slowly permeable in the upper part and moderately permeable in the lower part, or moderately rapidly permeable in the upper part and rapidly permeable in the lower part; formed in silty, clayey, loamy, and sandy alluvial sediment; on floodplains, natural levees, and low terraces. The soil has been altered by excavation and fill material. The terrain is nearly level, poorly drained, and moderately permeable throughout. The native vegetation with the Tice-Nameoki-Landes association is comprised mainly of deciduous hardwood trees and prairie grasses.

##### ***Dredge/Fill Material Movement***

Earthen material used for embankment and as backfill will be compacted. Earthen material used for embankment is subject to erosion but will be stabilized through the use of best management practices, including vegetation stabilization.

### ***Physical Effects on Benthos***

Because the project will not cross any aquatic areas, there will be no impacts to benthic communities.

#### **3.1.2 Suspended Solids / Turbidity**

Impacts related to suspended solids and turbidity are expected to be minimal. The project will not be constructed over any open bodies of water. The only potential impacts would come from runoff from construction sites resulting in erosion and sedimentation. These will be controlled through the use of best management practices during construction.

Construction over the relocated Cahokia Canal will take place prior to opening the new reach to water flow. Therefore, construction will not result in any suspended solids or turbidity.

#### **3.1.3 Current Patterns and Water Circulation**

The proposed project will not cross any open bodies of water<sup>1</sup>, and therefore, will not impact current patterns or water circulation.

#### **3.1.4 Normal Water Fluctuations**

The proposed project will not affect normal fluctuations in the Cahokia Canal.

#### **3.1.5 Salinity Gradient**

This is not applicable.

### **3.2 Potential Impacts on Biological Characteristics of the Aquatic Ecosystem**

#### **3.2.1 Threatened and Endangered Species**

##### ***Federally-Listed Species***

Decurrent false aster (*Boltonia decurrens*), a federally-listed endangered plant has been identified in the study corridor. According to the Illinois Natural History Survey (INHS), the proposed action corridor extends through one of the greatest concentrations of decurrent false aster colonies known to exist. Ten colonies occur within 600 m (1,968 ft) of the alignment for the Preferred Alternative. Table 3-1 identifies the decurrent false aster colonies and the five that are affected by the Preferred Alternative. Given that the decurrent false aster reproduces both vegetatively and by seed, it is possible that the colonies identified in Table 3-1 will have increased in size since first identified. As many as 11 plants have been observed growing from a single stem (Biological Assessment, Proposed New Mississippi River Bridge and Proposed Illinois Route 3, IDOT, February 2000).

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<sup>1</sup>A new channel for the Cahokia Canal will be constructed and a new bridge built prior to blocking the old channel and diverting water flow through the new channel. Construction of the relocated canal and the new bridge will be completed as part of the proposed NMRB project.

Table 3-1. Impacts associated with construction of IL-3 to colonies of *Boltonia decurrens*.

Colony #	Colony Size	Cover Type	Impacts
1	50-100 Plants	Moist Old Field	Partial
2	45 Plants	Fallow Crop Field	None
5	45 Plants	Fallow Crop Field	Total
6	30 Plants	Abandoned Field	None
7	200-250 Plants	Moist Depression	None
8	30-40 Plants	Abandoned Field	Partial
9	500-1,000 Plants	Fallow Cropland	None
12	10-20 Plants	Depression	Total
13	20-30 Plants	Depression	None
14	5-10 Plants	Linear Depression	Partial

Note: Colony 7 will be impacted by construction of the proposed New Mississippi River Bridge.

USFWS is currently implementing a Recovery Plan for the decurrent false aster (USFWS, 1990). The plan identifies specific restoration efforts that will promote the existence of the species. In accordance with USFWS recommendations, further surveys will be conducted as project plans approach completion to determine specific extent of impact. On September 7, 2000, USFWS issued its biological opinion on the impact of this project and the proposed NMRB. The USFWS concluded that, because of the proposed mitigation, the proposed action is not likely to jeopardize the continued existence of the species.

### **State Listed Species**

In addition to the decurrent false aster, the Preferred Alternative will affect other state listed species. The black-crowned night heron (*Nycticorax nycticorax*) nests in bottomland forests and thickets, often along with great blue herons (*Ardea herodias*) and great egrets (*Casmerodius albus*). It forages in shallow waters with an ample supply of small fish, near the nest site. The black-crowned night heron is known to occur in the study corridor. The INHS stated that breeding habitat for this heron was absent within the study corridor and that the foraging habitat was poor. Impacts to wetland Site 34 would decrease foraging habitat for the little blue heron and the black-crowned night heron. However, these impacts are considered minimal.

The little blue heron (*Egretta caerulea*) is known to occur within the project corridor. The INHS stated that breeding habitat for the little blue heron was absent within the study corridor and that the foraging habitat was poor. Except for slight decreases of foraging habitat, the construction of the Preferred Alternative is not expected to have an affect on the habitat availability of this species. The proposed project should not have an affect on this species.

The snowy egret (*Egretta thula*) is known to occur within the project corridor. The INHS stated that breeding habitat for this egret was absent within the study corridor and that the foraging habitat was poor. The construction of the proposed highway is not expected to have an impact on the habitat availability of this species. The proposed action should not have an adverse impact on this species.

### **3.2.2 Fish, Crustaceans, Mollusks, and other Aquatic Organisms in the Food Web**

#### ***Fish***

The project is not anticipated to affect fish populations since it does not cross any streams or bodies of water.

#### ***Crustaceans***

Impacts to wetland areas could impact crustacean species such as crayfish. These impacts would be localized. These species are a food source for bird and mammal species.

#### ***Other Aquatic Organisms***

No impacts to aquatic organisms are anticipated since the project will not impact any streams or other open bodies of water.

### **3.2.3 Other Wildlife**

Wildlife habitat along the preferred alignment is poor, consisting mostly of urban/built-up land, shrubland, forbland, and non-native grassland. However, some wetland areas are of fair quality. Much of the area along the alignment for the Preferred Alternative was at one point industrialized, and the habitat along the corridor is highly disturbed.

The greatest amount of habitat lost will be 16.9 ha (41.7 ac) of shrubland. Those species that rely on shrubland, non-native grassland, and wetland habitats will be most affected. However, with the exception of species dependent on wetlands, wildlife in the vicinity of the project are generally species that are tolerant of disturbance. There will be no fragmentation of large areas of habitat types because of the implementation of Preferred Alternative.

There will be a limited amount of habitat conversion along the preferred alignment. Additional wetland habitat will be created at the proposed wetland mitigation site. Some species will benefit with the creation of edge conditions along the right-of-way. This will consist primarily of a non-native grassland monoculture, and existing habitat.

## **3.3 Potential Impacts on Special Aquatic Sites**

### **3.3.1 Sanctuaries and Refuges**

There are no sanctuaries or refuges in the project area.

### **3.3.2 Wetlands**

Approximately 8.47 ha (21.11 ac) of wetlands from 20 wetland sites will be impacted by the proposed project<sup>2</sup>. These wetland losses will be mitigated in accordance with IDOT's Wetland Mitigation Action Plan prepared for the project. Based on the Illinois Interagency Wetland Policy Act of 1989, the implementing rules of 1996, and the Illinois DOT Wetland Mitigation Action Plan, wetland compensation totaling approximately 30.93 ha (76.35 ac) will be required. A wetland mitigation site, located approximately 9.6 km (6.0 mi) northeast of the project corridor, was selected and evaluated by IDOT and the Illinois Department of Natural Resources.

### **3.3.3 Mud Flats**

There are no mud flats in the project area.

### **3.3.4 Vegetated Shallows**

There are no vegetated shallows in the project area.

### **3.3.5 Coral Reefs**

Not Applicable.

### **3.3.6 Riffle and Pool Complexes**

There are no riffle and pool complexes in the project area.

## **3.4 Potential Effects on Human Use Characteristics**

### **3.4.1 Municipal and Private Water Supplies**

Only limited groundwater supplies are being withdrawn from bedrock formations in the American Bottoms. East St. Louis and most of the municipalities of the American Bottoms area obtain water from the Mississippi River. The City of Collinsville and the Mounds Water Company pump groundwater from wells located just east of Cahokia Mounds. Some groundwater is obtained by East St. Louis from wells drilled into the upper Mississippian limestone. On the eastern uplands bordering the American Bottoms, water is obtained from sandstone of the Pennsylvanian system and the Mississippian limestone. The valley fill appears to be unfavorable for yielding industrial supplies of groundwater in portions of the American Bottoms where glacial alluviation and recent river cut and fill have produced silt and fine sand extending almost to bedrock. Such conditions are believed to be present in a wide belt extending from opposite the mouth of the Missouri River to the area south of Horseshoe Lake (Bergstrom and Walker, 1956).

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<sup>2</sup>Seven of the 20 wetlands identified as being impacted by the Preferred Alternative would be at least partially impacted by the detention basins. Because the detention basins are currently no longer part of the design, the total wetland impacts would be reduced, thus affecting the total amount of compensation required. The total area of impact and total area of compensation includes impacts associated with the detention basins. A final determination of impacts and compensation will be completed in final design.

There are no municipal water wells within 60.9 m (200 ft) of the alignment for the Preferred Alternative. There are 58 private domestic wells within 15.2 m (50 ft) of the alignment for the Preferred Alternative. However, it is anticipated that no wells will be affected by the proposed project. Any abandoned wells located within the right-of-way will be sealed in accordance with the Illinois Department of Public Health.

### **3.4.2 Recreational and Commercial Fisheries**

The proposed project will not have any impact on recreational or commercial fisheries.

### **3.4.3 Water-Related Recreation**

The proposed project will not have any impact on boating or other water related recreation.

### **3.4.4 Aesthetics**

Construction activities will have minor, temporary, impacts on the aesthetic quality of the project area.

### **3.4.5 Parks, National and Historic Monuments, National Seashores, Wilderness Areas, Research Sites, and Similar Preserves**

#### ***Parks***

Lee Park, the City of Venice's municipal park and recreation center, is within the study corridor on Broadway. The City of Venice provides Mississippi River access via a boat ramp immediately north of the study corridor. The Village of Brooklyn has two municipal parks, a small park at Third Street and Madison Avenue as well as two ball fields at Eighth Street and Jefferson Avenue that are part of the Lovejoy Memorial Park.

There will be no direct impact to these parks.

#### ***National and Historic Monuments, National Seashores, Wilderness Areas, Research Sites, and Similar Preserves***

None of these resources are found within or near the project corridor.

## **3.5 General Evaluation of Dredged or Fill Material**

The proposed Preferred Alternative crosses identified CERCLIS sites. It has been determined that there are no prudent or feasible alternative for avoidance. The sites do not include identified hazardous wastes. The nature and extent of the involvement with the CERCLIS sites are known and all areas of contamination will be addressed to protect human health and the environment in accordance with applicable Federal and State laws and regulations.

A Preliminary Environmental Site Assessment for special waste was conducted by the Illinois State Geological Survey. The assessment concluded that the proposed project could involve sites potentially impacted with regulated substances. Further, it has been determined that not all of the sites can be avoided. The nature and extent of the involvement are known and the areas of contamination will be managed and disposed of in

accordance with applicable federal and state laws and regulations and in a manner that will protect human health and the environment.

Waste material (i.e., soils) from areas of contamination will be managed and disposed of in accordance with applicable Federal and State laws and regulations and in a manner that will protect human health and the environment. For those sites containing regulated substances, IDOT will assess the need to manage or avoid soil disturbance. Soils exceeding the Illinois Environmental Protection Agency's (IEPA) Tiered Approach to Cleanup Objectives (TACO) Tier 1 Residential Standard that are disturbed will be removed and either managed on-site or disposed of at an approved in-state landfill. The same treatment is employed for groundwater exceeding IEPA's TACO Tier 1 Standards by either managing the water on-site or disposing of the contaminated water off-site. In the event avoidance or removal of contaminated soil or groundwater is not possible, IDOT may propose alternative on-site management.

In no instance will contaminated materials be placed as fill in wetlands or other Waters of the United States.



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## **4.0 FINDING OF COMPLIANCE OR NON-COMPLIANCE WITH THE RESTRICTIONS ON DISCHARGE**

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### **4.1 Adaptation of the Section 404(b)(1) Guidelines to this Evaluation**

The Environmental Protection Agency's Section 404(b)(1) Guidelines were applied without substantial adaptation.

### **4.2 Evaluation of Availability of Practicable Alternatives to the Proposed Discharge Site**

The Finding of No Practicable Alternative in the Final Environmental Impact Statement for this project determined that there are no practicable alternatives to the proposed construction in wetlands, and that the proposed action includes all practicable measures to minimize harm to these resources.

### **4.3 Finding of Compliance**

On the basis of the Section 404(b)(1) Guidelines, Subparts C through G, the proposed disposal sites for the discharge of dredged or fill material complies with the requirements of the Guidelines with the inclusion of appropriate and practicable discharge conditions to minimize pollution or adverse effects to the affected aquatic ecosystem.

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## 5.0 LITERATURE CITED

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